

Right to Know/FOIL

Information contained herein is compiled and made available for informational purposes only. While every effort has been made to provide correct and timely information neither the Town nor its employees or agents assume any legal liability or responsibility for the accuracy, scope or timeliness of its content. The Town reserves the right to alter or remove any material or information posted or contained on this website without notice. The DRAFT Resolutions and documentation herein are for the convenience of the Board and should not be construed as an indication as to how the Board will vote. The Resolutions are only proposed and do not become final until approved by a majority of the Board.

June 26, 2018

Hon. Loretta Taylor
Chairperson of the Town of Cortlandt Planning Board
and Members of the Planning Board
Town Hall
1 Heady Street
Cortlandt Manor, NY 10567



Re: Cortlandt Town Center
Chase Bank Site Development Plan
(former Piazza Roma site)

Dear Chairman Taylor and Members of the Planning Board:

On behalf of Cortlandt Town Center, LLC (the “Applicant”) we are pleased to submit the enclosed application for Site Development Plan approval for the Cortlandt Town Center to allow for the addition of a new approximately 3,725-square foot bank that would be occupied by Chase Bank (the “Project”). Chase Bank would relocate to the proposed building from a branch located within the ACME Supermarket at Cortlandt Town Center. The new building will be located in the area of an existing approximately 6,688-square foot restaurant building (formerly Piazza Roma), which will be demolished. As illustrated on Figure 1, *Northeast and Northwest Elevations* and Figure 2, *Southwest and Southeast Elevations* the exterior of the proposed building will feature a combination of metal, brick, stone, Exterior Insulation Finishing System (EIFS) materials in neutral colors.

The following information is enclosed for your review:

COPIES DESCRIPTION

14	Site Development Plan Drawings, Survey and Architectural Drawings
14	Proposed Building Elevations
14	Table 1 - Trip Generation and Required Parking Comparison
14	Site Development Plan Application Form
14	Short Environmental Assessment Form (EAF)

Hon. Loretta Taylor and Members of the Planning Board
Re: Cortlandt Town Center Chase Bank Site Plan

June 27, 2018
Page 2

- 14 Preliminary Signage Program
- 1 List of Adjoining Property Owners
- 1 Deed indicating current ownership
- 1 Cortlandt Town Center, LLC Organizational Chart
- 1 Cortlandt Town Center, LLC Agreement
- 1 Application Fee (Check for \$558.75)
- 1 Escrow Deposit (Check for \$5,000.00)

As shown on the enclosed SP-1, *Site Plan*, the proposed Chase Bank would feature a drive-up ATM lane along the west side of the new building accessed from the existing parking lot north of the building. The ATM lane would be designed to accommodate a second drive-up ATM and would exit onto the existing Mall Access Road south of the proposed building. Eight existing parking spaces would be relocated in order to provide the ATM lane and the construction of a new refuse enclosure within the parking area east of the building. The new layout would provide nine parking spaces adjacent to the east side of the proposed building, for a net increase of one parking space.

The Project will result in a reduction of approximately 4,300 square feet of impervious surface, or a reduction of over 25% compared to existing conditions at the building pad site. This reduction is due to the smaller building size, which allows for more landscape plantings and lawn around the building, including the area between the adjacent restaurant and the bank drive-up lanes. As a result there will be no increase in the peak rate of stormwater runoff from the site.

The Project will also result in a net decrease in weekday peak hour trip generation and a reduction in the required number of parking spaces. As shown on Table 1, *Trip Generation and Required Parking Comparison*, the proposed 3,725-square foot bank would have a lower trip generation as compared to a 6,688-square foot restaurant by approximately -26 and -24 trips during the Weekday AM Peak Hour and Weekday PM Peak Hour, respectively. The Project would result in a negligible increase in trips for a proposed bank compared to the existing restaurant by approximately 5 trips during the Saturday Peak Hour. This negligible increase will not result in a significant impact to the adjoining roads as this represents approximately 0.2 percent of the overall traffic volume on Cortlandt Boulevard (U.S. Route 6) during the Saturday Peak Hour.¹

¹ Based on 5 trips compared to an average of 2,497 vehicles recorded at the intersection of U.S. Route 6 and the Cortlandt Town Center driveway (near McDonads) during the Saturday Peak Period in October 2013. Data collected by Town of Cortlandt's traffic consultant AKRF for the Cortlandt Crossing Draft Environmental Impact Statement, Appendix 9, Traffic Analysis Backup.

Hon. Loretta Taylor and Members of the Planning Board
Re: Cortlandt Town Center Chase Bank Site Plan

June 27, 2018
Page 3

Additionally, no credit for pass-by trips or internal trips have been taken.² The proposed bank would also require 47 fewer parking spaces than the existing restaurant building. As discussed above, there would be no loss in the number of parking spaces as a result of the Project.

The Project will utilize existing and relocated lighting fixtures. The proposed building be connected to existing utility services. Proposed landscaping, sidewalks and curbing would be installed to be consistent with features located throughout Cortlandt Town Center. A preliminary signage program for the new bank building and site plan has been submitted for the Planning Board's review.

We look forward to meeting with you at your first available Planning Board Meeting

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



Matthew N. Steinberg, AICP
Associate

Enclosures

File 828

² Pass-by and internal trips refer to traffic already on the roadway passing by the site or visiting other uses at Cortlandt Town Center. These trips are not diverted from another roadway.